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ACHIEVEMENTS OF RAILWAY BUREAUS AND SHOPS
IN DAIREN, NAN-CH'ANG, CHENG-CHOU, AND WU-SUNG

Summary: Dairen Railway Shops have completed construction of one of three trains to run between Peiping and Lu-pin (Manchuli). Each train has a maximum speed of 130 kilometers per hour and is to be equipped with modern conveniences. Soviet advisors are credited with the training and promotion of a workman to become the assistant manager of the Dairen shops.

The Nan-ch'ang Railway Subbureau reports that it was able to complete its 1952 transportation task 51 days before the end of the year and its revenue target 87 days before the end of the year.

The Cheng-chou and Wu-sung railway shops both won pennants for excellence of performance during 1952.

DAIREN RAILWAY SHOPS BUILDS STREAMLINED TRAIN -- Shanghai, Hsin-wen Jih-pao, 23 Dec 52

Dairen, 22 December (Hsin-hua) -- The Dairen Railway Shops have completed the construction of a streamlined train which reached Peiping ready for service on 18 December 1952. This is the first of three trains being built to operate between Peiping and Lu-pin, a link in the increasingly important line connecting our country with the other peace-loving peoples of the world. It is to be known as the Peace Train, and the large silver-colored characters "Ho P'ing" (peace), in the calligraphy of Kuo Mo-jo, appear on the sides of the rear car. The design of a peace dove is also inscribed on the ground-glass panes in the doors of the sleeping compartments.

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Each train is to be made up of seven cars, including an observation car, with soft seats and windows permitting views in three directions, which is suitable for lounging, reading, or for holding meetings. Three extra cars are to be held in reserve. All cars have six-wheel trucks fitted with ball-bearing journal boxes. Drawn by a heavy locomotive, also fitted with ball bearings, each train has a maximum speed of 130 kilometers per hour and will be able to operate at 90-100 kilometers per hour. This is 50 to 100 percent faster than the present express trains.

The cars are fully equipped with such conveniences as electric fans, colored lights, and warm air heaters. The observation car has particularly elaborate furnishings.

WORKMAN BECOMES ASSISTANT MANAGER OF DAIREN SHOPS -- Shanghai, Hsin-wen Jih-pao, 9 Jan 53

Harbin (Hsin-hua) -- An ordinary workman in the boiler shop of the Chung-ch'ang Railway Shops at Dairen, named Hsueh Chi-jui, was encouraged and instructed by Soviet Adviser Lesodolov until he became superintendent of this shop. Upon transfer to the locomotive shop, he rose to become its superintendent under the guidance of Soviet Adviser Abramenko. Association with Soviet Adviser Kurilinskiy in the work of production management led to his promotion as head of that department; and, finally, under Soviet Adviser Sidorov, he acquired the qualifications for his present position, assistant manager of the Dairen Railway Shops.

Through instruction and guidance such as this, on the part of Soviet advisers during the past 2 years of Sino-Soviet joint ownership and operation of the railway, a considerable number of Chinese workers have acquired a high degree of competence and skill. This is perhaps the most valuable asset of the Ch'ang-ch'un Railway, now that it has been turned over to Chinese ownership and management.

NAN-CH'ANG RAILWAY SUBBUREAU MAKES GOOD RECORD -- Hankow, Ch'ang-chiang Jih-pao, 25 Dec 52

Nan-ch'ang -- As a result of the heavier-load, heavier-haul, 500-kilometers-per-day movement instituted in June 1952, the Nan-ch'ang Railway Subbureau was able to accomplish its 1952 transportation task 51 days before the end of the year and to meet its revenue target 87 days before the end of the year. With regard to heavier loads, the crew of Wang Ta-ch'iu at Li-ling, Kiangsi, found a way to load 32,008 tons of unhusked rice on a 33-ton flat car which has a technical standard load of 27 tons. This led to an increase in the average performance of this bureau from 27.9 tons per car in May 1952 to 30.6 tons per car in September 1952.

Through the use of advanced maintenance methods, it became possible to raise the speed of trains from 45 kilometers per hour to 55-65 kilometers per hour. By successfully following a close operating schedule, the average turnaround time for freight cars was reduced from 1.36 days in August to 1.13 days in October 1952.

In the matter of heavier hauls, between June and October, the above-norm train loads amounted to 38,620,000 ton-kilometers.

From June to October, there were 762 locomotive-days and the performance was 500 kilometers per day or better. At present, under the stimulus of the party leader, all workers of this subbureau are striving to surpass the year's transportation target by 15,000 cars [presumably carloads or car-days], and to surpass the year's revenue target by at least the equivalent of 2,500,000 US dollars.

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CHENG-CHOU RAILWAY SHOPS WIN PENNANT -- Sian, Ch'un-chung Jih-pao, 14 Dec 52

Cheng-chou -- The San-ch'iao Car Factory at Cheng-chou, one of the Ministry of Railway's 26 railway shops, completed its production target for 1952 by the end of October, and won the red pennant award for excellence of performance in competition with all the other shops in the country. At the time of liberation, this shop was poorly equipped. Since then, only a few machine tools and some safety devices have been added. Nevertheless, due to patriotic stimulation by the party cadres, introduction of advanced methods, and improvements within the organization, the present creditable record was achieved.

Among the changes and improvements made was the complete separation of the shop to build passenger cars and of the shop to build freight cars. In the forge and foundry shop, the percentage of defective iron castings was reduced from 4.44 percent to 1.8 percent; and of copper and brass castings from 8.9 percent to 0.11 percent.

WU-SUNG BRANCH LINE WINS PENNANT -- Shanghai, Hsin-wen Jih-pao, 23 Dec 52

The workers of the Wu-sung branch line at the Chiang-wan central station were awarded the red pennant for the best performance in the month of November 1952 by the Shanghai Railway Subbureau. Through concerted efforts by the various crews and gangs of workers and stimulated by intensive patriotic appeals, these men set a new record of performance. Among these achievements were the following:

Complete handling of a train was accomplished in 2 hours 11 minutes, including switching upon arrival, unloading, loading, and making up a new train ready for dispatch. One carload of 30 tons of bricks was unloaded in 1 hour 5 minutes; one 30-ton load of sand was unloaded in 12 minutes. The workers at this station raised from 12 tons to 15 tons the average load of a car during the month. The heaviest load was 27 tons (this consisted of small lot shipments of dangerous goods). During the month, a total of 717 cars was loaded; this was 239 percent of the target. The revenue from passenger and freight traffic for the month was 210 percent of the target. The layover time for cars was reckoned as 139 percent of the goal.

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